

## D.H.

AS the lineal successor of the series of machines which, to a very large degree, made private and club flying possible in this country, the D.H. Hornet Moth is one of the most interesting machines in the light aeroplane class. It represents the fruit of unrivalled experience in the needs of the private and club market, and is, withal, a very delightful machine to fly. All normal evolutions, up to a near-vertical turn, can be carried out on the stick alone, and, with the new wings, the stall is innocuous enough to rid bad landings of minor dangers.

The machine is quiet, so that a pupil and instructor can converse normally, and the view in the forward hemisphere is particularly good for a single-engined machine. The cabin is roomy and there is ample space for luggage behind the two seats. Even the most cautious pilot will be glad to feel that the Hornet has been stressed for aerobatics, though such antics are not legally permissible without alterations to the door fitting to facilitate parachute departures.

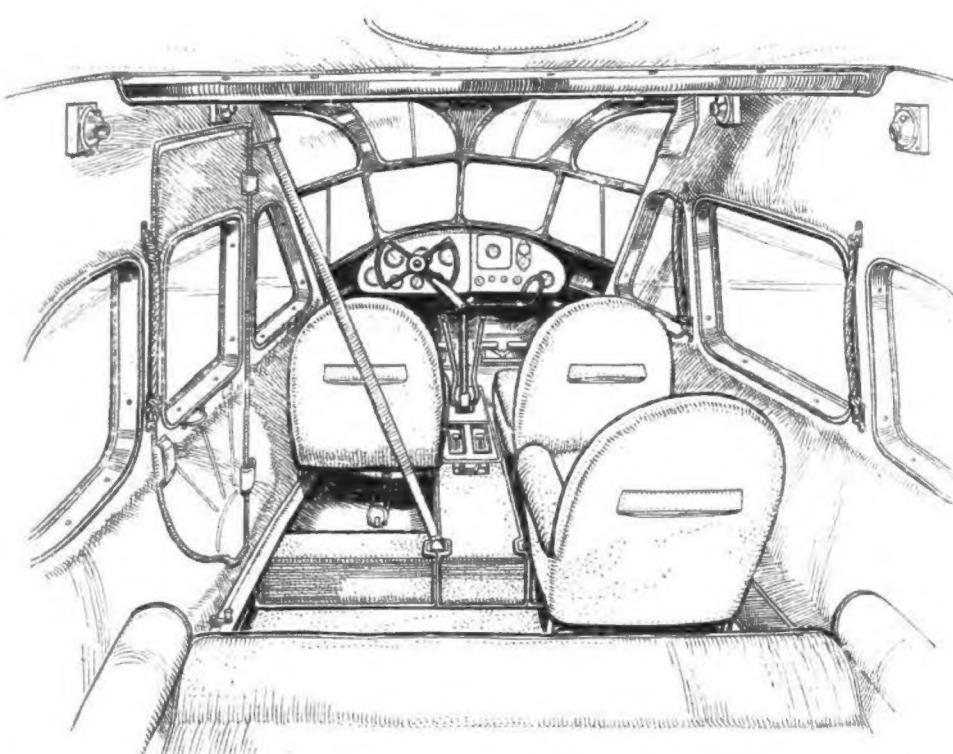
The specification of the Hornet Moth is as follows: Weight empty, 1,255lb.; disposable load, 695lb.; folded span, 9ft. 9in.; length, 25ft.; maximum speed, 121-124 m.p.h.; cruising speed, 103-105 m.p.h.; landing speed, 40 m.p.h.; climb to 5,000 ft., 8.25 min.; endurance, 6 hr.; price £875.

For the owner who intends to use a machine for really serious long-distance touring at all times of the year, multiplied power units are almost essential, as well as night- and blind-flying equipment, and provision for two-way radio if this is specified. The D.H. Dragonfly is a machine in the "air liner" class, which is, at the same time, almost as easy to fly as a normal single-engined aeroplane. Comfort has been studied very seriously indeed, and the noises of exhaust and airflow have been reduced to a remarkable extent.

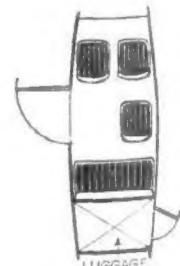
Generally speaking, the same tactics are used in flying this machine as in flying any other cabin craft, and with the flaps down, the approach angle is as steep as that, for instance, of the Hornet Moth. Dual control is fitted, and the instruments include a Sperry artificial horizon and directional gyro, electrically operated revolution counters and an Air Log. Special attention has been paid to the interior furnishing in order that the machine shall compare more than favourably, in this respect, with a first-class car.

The specification of the D.H. Dragonfly is as follows: Weight empty, 2,500lb.; disposable load, 1,500lb.; span, 43ft.; length, 31ft. 9in.; maximum speed, 144-147 m.p.h.; cruising speed, at 1,000ft., 127-130 m.p.h.; climb to 5,000ft., 7.5 min.; range, 885 miles; price, £2,650.

For those who want a rather higher speed and a longer range than those provided by the Hornet, there is still the Leopard Moth, which can be considered to be the descendant



The cabin of the D.H. Dragonfly is light and roomy and both soundproofing and ventilation have been carefully studied. If a radio set is required, this is mounted immediately behind the pilot's seat. As will be seen from the diagram, the luggage is carried in a separate compartment which is reached from the outside.



of the ever-popular Puss Moth and has many of the same pleasant characteristics. With a Gipsy Major engine the Leopard Moth carries three people at a cruising speed of 117 m.p.h.

Although the Moth as we knew it is dead, the Tiger Moth is very much alive, and is used as a primary trainer all over the world. Since it is an excellent aerobatic performer, the word "primary" does not imply that its value as a trainer ends after a pupil's first solo.

The specification of the Leopard Moth is as follows: Span, folded, 12ft. 10in.; length, 26ft. 6in.; weight empty, 1,405lb.; disposable load, 820lb.; maximum speed, 138 m.p.h.; cruising speed at 1,000ft., 117 m.p.h.; stalling speed, 50 m.p.h.; initial climb, 625 ft. min.; range, 695 miles. Makers: De Havilland Aircraft Co., Ltd., Hatfield, Herts.

In its new form the Hornet Moth has a remarkably short take-off and climbs steeply as soon as it is clear of the ground. As may be gathered, both pilot and passenger have an excellent view in the forward hemisphere as well as through the roof light.

